









## SIGNOR CATTANEO'S CONCERT.

One of those musical gatherings for which Signor Cattaneo, the popular maestro, is now celebrated was given in the City Hall Theatre last night in aid of the French Convalescent. The audience was large and fashionable, including General Barker's party, Commodore Boyce, and others; and the concert, although necessarily somewhat uneven in merit, was very enjoyable. A very good programme was presented by the worthy Maestro, who was assisted by his pupils and several amateurs. The opening piece, Rossini's La Cenerentola, for soprano, alto, and chorus, was sung by the following:—*Chorus*—Mrs. Alfred, Mrs. May, Mrs. Cantile, Mrs. MacBean, Mrs. Macdonell, Mrs. Barker, Mrs. David, Miss Jackson, Miss Barker, Miss A. Jackson, Miss Preston, Miss D. J. Silman, A. M. Wood, E. D. Macdonell, J. C. Boyce, F. Lammont, P. Maitland, E. W. Maitland, C. B. Grice, F. H. May, S. S. Benjamin, and J. F. Kral. A little more precision and force would have improved the rendering of this piece, but the general effect was pleasing. The solo was led off by Mr. S. S. Benjamin, who sang Handel's "Lascia ch'io pianga," and then followed what would have been one of the best numbers, but for the fact that Miss E. Carvalho was suffering from the hiccups, so that the usual accompaniment of the piano was a very awkwardly well cultivated and her rendering of the ballad "Guaraní" (Gómez) showed excellent training and decided skill. Mr. Grice, who is seldom found wanting, was in good voice in "Guaraní." The solo was sung by Miss Carvalho, who sang it with taste and expression. Millard's "Waiting" was the next number, and was sung very sweetly by Miss Lammont, who possesses a pleasing manner and is unusually clear in her high notes. Signor Cattaneo sang "Guaraní" in a solo duet with Mr. Grice. This gentleman, who we understand is the leading tenor of the Italian Opera, Manila, would have been heard to better advantage, from a Hongkong point of view, if his tremolo had been less pronounced and not so constant. The wonderful compass, the Signor marked the effect of his efforts by displaying to the full the characteristic of the tremulous school. The gem of the evening, the duet "Una notte a Venezia," sung by Mrs. Alfred and Mr. Silman, was most appropriately placed at the end of the programme, and was most deservedly applauded. The second part opened with a solo and chorus, "Toreador" from Carmen. Mr. Grice sang the Toreador song with better effect than he did last night, but we were afraid the chorus and the accompaniment were mainly responsible for the defect. More spirit and life would have improved the rendering vastly, but a free and rollicking style was not easily attainable under the circumstances, and the Signor's rendering was considerably improved. Mrs. Preston, who sang the solo, sang it with her rendering of Piniotti's "Heaven and Earth," that an encore was demanded; and the encore was responded to by the old favourite "Cari Hérin," which was well and cheerfully applauded. Mr. D. J. Silman, who was in capital voice, next gave a better rendering of Piniotti's "I heard a voice," and, as he had to respond to an encore, he sang an Elizabethan lyric by Balthus Haynes, "Fair is my Love." The Signor's well-known "Should be up and on the programme," Mrs. Alfred's rendering of this song was rapidly received, and an encore was demanded, and, in response, the sang Godard's "Chanson de Florin." One of the last items on the programme was a solo song, "Vivrai," sung by Mr. F. Kral. This gentleman has a very fine and powerful bass voice, but the song was, we fancy, pitched rather high. The concert was brought to a close by a second appearance of Signor Cattaneo, who played the accompaniment during the evening. The concert must have been a financial success, and all connected with it may be sincerely congratulated upon this result.

## THE SANITARY BOARD.

The Sanitary Board met this afternoon, Mr. F. H. May (Captain Superintendent of Police) presiding. There were also present: Dr. P. B. Ayres (Colonial Surgeon), Hon. F. A. Cooper (Director of Public Works), Hon. Dr. Ho Kai, Dr. Hartigan, Mr. R. K. Leigh, and Mr. H. McCallum, Secretary.

**SCIENCE:**—Proposed increase of staff. The Board was informed by the Sanitary Board on the 4th ult. to consider and report on the best steps to be taken for the more efficient scavenging of the houses in the city of Victoria and elsewhere in the colony (reported as follows:—

(1.) At present the Inspectors of Nuisances have their time fully occupied in seeing that the work under the contracts for surface scavenging and removal of night soil is properly carried out and in attending to their other duties set forth in their standing orders. Their sphere of work, it will be observed, is outside the houses and does not touch the inside of the houses.

(2.) The additional sanitary work which it is desired to provide for (and which it is obvious must be provided for in the interests of the Public Health) is generally as follows:—

(a.) To see that house drains are kept in proper order.

(b.) That all excrement matter and refuse is regularly removed.

(c.) That every tenement is properly line-washed once every twelve months.

(d.) That the law regarding mezzanine floors and partitions is strictly complied with.

(e.) That no nuisances of any kind exist inside any tenement.

(f.) To provide for this additional work we propose the following scheme:—

**City of Victoria.** (1.)—Increase the existing staff of three Inspectors of Nuisances by five Inspectors. (2.)—Divide the City into eight sections. (3.)—Detail one Inspector to each section and make him responsible for all the work both inside and outside the houses within his section as briefly indicated above. (4.)—Appoint two additional foremen of scavengers (there are at present six) and assign one to each section. (5.) Appoint five additional interpreters to the Inspectors of Nuisances (there are at present none). (6.) Make the hours of duty for work outside the houses from 6 a.m. to 6 p.m. in the summer and from 8 a.m. to 4 p.m. in winter every day of the week, and for work inside the houses from 2 p.m. to 4 p.m. on five afternoons in the week. (7.)—In making out the sections consideration must be had to the fact that in the

most westerly and not easterly sections the Inspectors have additional work (which we consider should be continued) in connection with the Chinese Cemeteries and the inspection of pig-sties.

(8.)—Appoint an overseer to assist the Sanitary Surveyor in the inspection of house drains and relieve the Inspectors of Nuisances of any further work in connection with the opening and inspection of house drains after they have once reported a defective drain. If this overseer is appointed the temporary overseer must be recommended by the Board in connection with the scheme for a general inspection of house drains will not be required.

Much of the time of the Inspector of Nuisances is at present taken up in attending to the inspection of the Sanitary Surveyor. The Board in connection with the scheme for a general inspection of house drains will not be required.

There are in Victoria 7,600 houses. From the experience gained during the house to house visitation the Inspector estimated that a three-storied house will take at least 10 minutes to thoroughly inspect. A large number of the houses in Victoria especially in the Eastern and Western districts are only two-storied, but the 10 minutes' inspection does not provide for the time the Inspector has to take to make his notes, give his instructions, and explanations, &c.

Ten minutes per house gives 15 houses in 24 hours and 75 houses in 5 afternoons of 24 hours each and 75 houses in 12 weeks. The staff of 10 Inspectors therefore could house in the City would come under inspection once in every three weeks at least.

**Kewston.**—There is at present one Inspector of Nuisances for the entire Peninsula. As in the City his work is confined to the outside of the houses.

To provide for the general inspection of work in Victoria a second Inspector and another Interpreter must be assigned to the Kewston District.

**Hill District.**—This district is at present under the care of the Sanitary Surveyor. The Board consider that it should remain so, but that an additional sanitary watchman should be appointed for the district which is one that has increased in extent very much in recent years. Two watchmen are provided for in the Estimates but only one is employed.

**Outskirts of Hongkong.**—These we consider should remain for the present under the care of the Senior Inspector, but we recommend that he be allowed \$15 a month house allowance to enable him to visit the outlying areas.

At present for such visits recourse has frequently to be had to the hire of a steam launch—a very much more expensive arrangement than he now we propose.

We consider that the Senior Inspector should be made responsible to the Sanitary Superintendent for the proper carrying out of his duties by the Inspectors of Nuisances, and that it should be distinctly laid down that the latter are to carry out all lawful orders of the Senior Inspector. We think that it would be of advantage in the interests of discipline if the title of Senior Inspector of Nuisances were changed to that of Assistant Sanitary Superintendent.

We are further of opinion that a character roll should be kept for each subordinate officer (i.e., officer below the rank of the Senior Inspector) and that the Sanitary Superintendent should be empowered to suspend any officer from duty, and on it should be recorded any offences for which the members of staff may be reported to the Sanitary Superintendent by their superior officer.

A scale of punishment should also be drawn up.

The strictest discipline is in our opinion impossible to properly manage such a large staff as will be employed under the Sanitary Superintendent, if our recommendations are carried into effect.

Without the strict discipline that the staff of the Sanitary Superintendent should be rendered compulsory for all officers in future appointed to be Inspectors of Nuisances.

Allowances should be established as in the Police Force for 1st, 2nd and 3rd certificates carrying \$250, \$500, and \$1000 a month respectively.

Miss Boyce's recommendation that the Sanitary Superintendent should be withdrawn from the holden of 3rd certificates, and it is hoped that this scheme would thus not prove much more expensive to Government than the existing system.

9.—A table is enclosed showing the expenditure that will be entailed next year by the adoption of our recommendations.

10.—The Committee is of opinion that it is by well organized and strict supervision only that the Chinese will be made to keep their houses in clean and sanitary condition, and the illegal use made of mezzanine floors, which result in overcrowding being prevented. That no such supervision existed, or was possible with the limited staff at the disposal of the Sanitary Board, was one of the chief contributing causes of the recent epidemic of Plague.

**ADDITIONAL STAFF.**

Inspectors of Nuisances at \$720 to \$960 by \$43 yearly ..... \$4,320

House allowances ..... 1,440

1 Overseer for house drainage ..... 720

6 Chinese Interpreters at \$180 to \$240 by \$12 yearly ..... 1,080

2 Foremen of street cleaners at \$300 to \$360 after two years ..... 800

Horse allowance to Senior Inspector of Nuisances ..... 180

..... \$8,340

Appended we the following minute:—

By Mr. Francis—A very good and very full report. I have only two suggestions. One that in the villages the Inspectors of Police be entrusted with the duty. They worked well for us during the plague. The second that the Senior Inspector of Nuisances be relieved of all office work of every kind and keep him the more inspecting all day.

The President—The Inspectors of Police, I may explain, do not act as Inspectors of Nuisances in villages, but they are responsible for the cleanliness of the villages and do a certain amount in that direction.

The Director of Public Works—I move that the report be adopted by the Board and forwarded to the Acting Colonial Secretary for the information of His Excellency, and that the necessary sanction for additional staff be asked.

Dr. Hartigan seconded.

Agreed.

**INCREASE OF STAFF.**

It was agreed, on the motion of the President, to advertise in the local press for additional temporary staff in accordance with the resolution passed at a former meeting.

**FINANCIAL SUCCESSORS.**

A letter was read according to Dr. James' request, but no mention was made of his successor, Mr. E. J. Kral, it was agreed to call the attention of the Acting Colonial Secretary to the matter.

**MORTALITY STATISTICS.**

The Secretary reported that the death-rate for the week ended October 27 was 19.3 per 1000 living as compared with 22.9 in the corresponding week of last year. The rate for the week ended November 3 was 20.3 as compared with 22.5 in the corresponding week last year.

## WAR CORRESPONDENTS WITH THE JAPANESE ARMY.

We give below a literary copy of the conditions all the newspaper correspondents have to sign before being allowed to accompany the Japanese army:—

Newspaper correspondents, who received the permission to follow the campaign, should strictly observe the following directions:

1. The news-correspondent should obey all the directions of some military officers of the Japanese army, and have the permission to follow the campaign, should strictly observe the following directions:

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## LATE TELEGRAMS.

(From Hongkong Times.)

**CHINA'S OFFER OF PEACE.**

London, Oct. 26.—Lord Rosebery has stated that China, after her first defeat, offered terms for peace far exceeding the demands of the Japanese. Great Britain and some of whom it was thought that the time was then ripe for settlement.

**DOUBT MURDER AT MATSUO.**

London, Oct. 24.—The natives have plundered two trading stations near Matsuo and have beheaded the managers thereof one is English and the other French.

**A FRENCH CRUISER'S BOILER EXPLODES.**

Six men killed; twenty injured. London, Oct. 25.—A terrible boiler explosion took place on the French cruiser *Arcturion*. Six of the crew were killed instantaneously and twenty others have been injured. Various theories are current as to the origin of the accident.

**LORD ARMSTRONG ON THE BATTLE OF YALU.**

The thirtieth annual meeting of Sir William Armstrong, Mitchell, and Company was held in the Electric Institution, in the castle, recently, Lord Armstrong, in the chair. Lord Armstrong, in moving the adoption of the report, said he thought the balance-sheet ought to be satisfactory in these difficult trading times, which admitted of a dividend of 10 per cent, making an average of 10 per cent during the twelve years past. The reserve fund had been increased from £170,000 to £200,000 and the amount of the debenture and loan capital had been reduced from £516,000 to £321,700. The moulters' share had been reduced from 10 to 5 per cent, and the dividend to all ordinary shareholders, and a large increase of the number of unemployed. None of the great battleships recently ordered by the British Government had been allotted to the Tyne, a circumstance which could only be attributed to the fact that the shipbuilding industry had been so depressed by the war.

The correspondence must especially pay attention to the following:—

To limit the correspondence about the movements of the troops to things past and not to mention the matter concerning the future.

Never to mention the place and time of sending out the letters.

To give careful attention not to mention the strength of the troops or the names of regiments or the strength and the distribution of troops etc.

**THE SENSATIONAL ARREST IN HONGKONG.**

The *Courier of Hongkong* publishes the following verses from the pen of M. Droux, who, it will be remembered, was arrested in Hongkong on suspicion as a M. Arion, a Parisian who had been implicated in the Panama swindle:—

Vous devez avoir notre histoire:  
Il parait qu'un accident  
A eu lieu dans la chambre noire  
Lui-même est mort, prudemment:  
C'est lui, parait-il, plein d'urgence  
A vouloir nous faire connaître  
Qu'il venait, sans fin, de France:  
On croyait avoir Artion!

J'ai mon conseil judiciaire:  
Ce doit suffire à tout le monde.  
Mais hélas! le corps consulaire  
N'aurait point mon boniment.  
On nous fourna dans une boîte  
J'ai résisté à tout.  
Phénomène! un peu de réflexion  
Puisse-on m'avoir pris pour Artion!

J'ai, dans mon cas, échoué, comme  
Tout le monde, à tout d'un coup.  
D'autre compagnie que mon ombre:  
Vraiment, ça n'était pas beaucoup!  
Dans le réduit de la comtesse  
On voyait accourir, d'un pas  
Léger, un grand nombre de dames  
Qui brailaient de connaître Artion!

Enfin, dépêché de 18 degrés  
On dévêla les deux amis:  
C'est le dernier acte du drame.  
Tous nos pechés nous sont remis!  
Mais vous n'êtes fort, je le gage,  
Et ordrez un nouveau diction:  
Et puis, pour cet acte de voyage  
Etes-vous fait pour Artion?

Cet acte de Hongkong, 21 Octobre,  
1894.

J. D.

**FOOCHOW NOTES.**

November 8.

A supply of over 20,000 pieces of white from the Northern ports has caused the price of this grain to fall about 30 cents per picul.

The export of bamboo-ware and bamboo splits which was in a good position for some time past has been of late very much curtailed owing to the limited demand from Europe.

The Victory has ordered that 500 soldiers shall patrol the city during the festivities of Her August Majesty the Empress Dowager's birthday anniversary to quell any disturbances that may arise amongst the populace on that occasion.

A fire broke out last Friday night at about half-past 11 o'clock in a house situated at Po-tung-pu-shan. Three iron boxes were found sitting fire to it. One was caught, but the others succeeded in making good their escape. Over 40 houses were totally destroyed by the fire.

The Provincial Judge seeing the necessity of having wider streets in the city, has ordered the Prefect, after the last fire, to see that the new buildings be erected further back so as to allow a margin for the widening of the street. Should any one object to this order he shall be compelled to deal with him with severity.

To Chung-cheng district, a few days ago, a traveller was pounced upon by a company of thieves on a hill-side and was killed, they carrying away his travelling bag. The poor fellow when he first was grabbed by the thieves was so much frightened that he was unable to help him, but on his arrival he received a wound on his arm and was compelled to beat a retreat.

The Provincial Treasurer has posted a notice intimating to the people that he has raised an interest-free loan at the rate of about 70 cents per 100 per month. The loan is to be repaid within two and half years. People wishing to advance their money are requested to send in their names and the quantity of money they are disposed to lend.

Last Tuesday, in a carpenter's shop, over the long bridge a quarrel ensued between the principal of the house and his nephew respecting the inheritance left by the death of the latter's father. Words were freely used which resulted in a fight between the two. The nephew got hold of an axe he found near by and with it inflicted a wound on the head of his adversary killing him at once. The culprit is now handed over to the authorities.

## ALUMINIUM IN SHIPBUILDING.

The most successful effort in building aluminium ship was shown on the Thames on September 20 in the aluminium torpedo-boat built by Yarrow and Co. for the French Government. An official trial trip had been previously made in presence of the French Commission, of which Captain Le Dier was president, and in calm weather the boat made a run of 20.55 knots an hour.

The little craft attracted much attention as she lay off Greenwich Pier. She is 60 feet long, 12 feet 6 inches beam, and 9 feet 3 inches, and has that mysterious, not to say uncanny, look characteristic of everything connected with torpedoes. Neither mast, bulwark, nor steering wheel is visible on the bare metal deck, but the sharply angled gun turret and the hull are of a dark, almost black, color.

Mr. Yarrow personally conducted a small party on board, and the new boat at a moderate speed of 12 or 13 knots an hour carried out the trial trip. The boat and her crew, performing evolutions at the end of the voyage to show how she can circle and sweep in very narrow spaces. In naval service at present this unnamed vessel is known as a second-class torpedo boat.

The aluminium torpedo boat is a small, but very powerful, vessel, and is capable of making a run of 20.55 knots an hour. The boat is built of aluminium, and is capable of making a run of 20.55 knots an hour.

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## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
 Gao (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Nov. 21, at daylight.  
 Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Dec. 10, at daylight.  
 Oceania (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Jan. 9, 1895, at daylight.

THE Steamship GABLO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 21st November, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Frys Central.

C. L. GORHAM,  
 Acting Agent.

Hongkong, October 31, 1894. 1746

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
 City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Nov. 28, at daylight.  
 China (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Dec. 12, at daylight.  
 Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, Dec. 29, at daylight.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 28th November, at Daylight, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Frys Central.

C. L. GORHAM,  
 Acting Agent.

Hongkong, November 7, 1894. 1793

## Intimations.

## A CURE FOR ASTHMA!! GRIMAUD'S Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAUD & Co., Paris. Sold by all Chemists.

## GRIMAUD'S Matico Capsules AND INJECTION.

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copalins, have not the inconvenience of producing Nausea.

MATIO INJECTION is used in recent MATICO CAPSULES in the Chronic Cases. GRIMAUD & Co., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

## Intimations.

## The Life of Food is the fat within it—the more fat the more real benefit from food; that is why cod-liver oil is a powerful builder of flesh.

## Scott's Emulsion

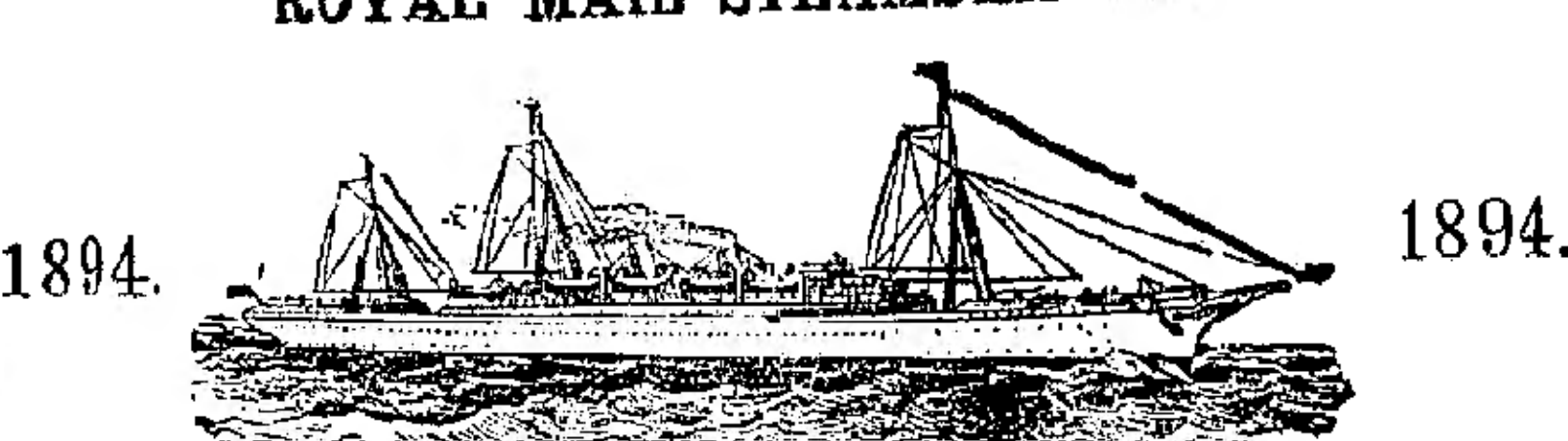
of pure cod-liver oil with Hypophosphites has solved the problem how to take cod-liver oil. For that reason if no other the medical fraternity prescribe it for all wasting diseases.

The combination of Hypophosphites peculiar alone to Scott's Emulsion has added vastly to the oil value—they are a direct tonic to brain and nerve.

Sole Agent for China and Hongkong:

CHAN A FOOK, at WATKINS & Co., Hongkong.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1894. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE. VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
 EMPRESS OF INDIA... Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th Nov.  
 EMPRESS OF JAPAN... Comdr. G. A. LEE, R.N.R. WEDNESDAY, 26th Dec.  
 EMPRESS OF CHINA... Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 23rd Jan. '95

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, PEDDER STREET. 1748

## SHARE LIST—QUOTATIONS.—NOVEMBER 8, 1894.

Stocks.	No. of Shares.	Value.	Price.	Closing Quotations.
Hongkong and Shanghai Bank Corp.	50,000	\$	126	all 95 % sales
New Issue				
Bank of China, Japan and Straits	99,875	\$	1 1/2	all 1 1/2
Bank of India	11,200	\$	1 1/2	all 1 1/2
National Bank of China, Limited	100,000	\$	1 1/2	all 1 1/2
MARINE INSURANCES.				
China Insurance Office Co., Ltd.	10,000	\$	25	all 50 % sales and sellers
China Traders' Insurance Co., Ltd.	10,000	\$	88.33	all 88.33 % sales
North-China Insurance Co., Ltd.	5,000	\$	20 1/2	all 20 1/2 % buyers
Union Insurance Society Co., Ltd.	10,000	\$	10	all 20 % sales
Union Insurance Society Co., Ltd.	10,000	\$	25	all 2 1/2 % buyers
Yangtze Insurance Association, Ltd.	8,000	\$	6 1/2	all 75 % buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	\$	10	all 75 % sales and sellers
Hongkong Fire Insurance Co., Ltd.	20,000	\$	25	all 75 % sales
Straits Fire Insurance Co., Ltd.	20,000	\$	10 1/2	all 75 % sales
ROBBER.				
H'kong & Whampoa Dock Co., Ltd.	12,500	\$	120	all 75 % prem., sales
STEAMSHIPS.				
China and Maudslayi S. S. Co., Ltd.	50,000	\$	50	all 50 % sales
Douglas Steamship Co., Ltd.	20,000	\$	50	all 50 % sales
H.K. & M. Steamship Co., Ltd.	20,000	\$	50	all 50 % sales
Indo-China S. S. Company, Limited	80,000	\$	50	all 50 % sales
Steam Navigation Company, Limited	20,000	\$	50	all 50 % sales
China Mutual S. S. Co.	20,000	\$	50	all 50 % sales
DO.				
China Sugar Company, Limited	15,000	\$	100	all 100 % sales
Green Sugar Company, Limited	7,000	\$	10	all 10 % sales
WHEAT.				
H.K. & Kow. Wharf & Godown Co.	80,000	\$	50	all 50 % sales
Wanchai Warehouse and Storage Company, Limited	2,000	\$	100	all 100 % sales
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	\$	100	all 100 % sales
Kowloon Land and Building Co.	6,000	\$	50	all 50 % sales
Humphreys' Estate & Finance Co.	1,000	\$	10	all 10 % sales
West Point Building Co., Limited	12,500	\$	50	all 50 % sales
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,200	\$	100	all 100 % sales
JOBS.				
Johsin Mining & Trading Co., Ltd.	15,000	\$	50	all 50 % sales
Puapua Mining Co., Ltd.	50,000	\$	50	all 50 % sales
Société Française des Charbonnages du Tonkin	8,000	\$	50	all 50 % sales
NEW BALKAN GOLD MINE Co., Ltd.	15,000	\$	10	all 10 % sales
Real Aust. Gold Mining Co., Ltd.	20,000	\$	10	all 10 % sales
Société Française des Houillères de Tonkin	8,000	\$	500	all 500 % sales
PLANTING, ETC.				
China-Borneo Company, Ltd.	7,500	\$	100	all 100 % sales
H. G. Brown & Co., Limited	6,000	\$	50	all 50 % sales
BOULETS, ETC.				
Kongkong Hotel Company, Ltd.	6,000	\$	50	all 50 % sales
DISPERSEMENTS.				
A. S. Watson & Co., Limited	50,000	\$	10	all 10 % sales
Dakin, Craikbank & Co., Ltd.	50,000	\$	5	all 5 % sales
LOANING.				
H.K. and China Gas Co., Limited	7,000	\$	100	all 100 % sales
Hongkong Electric Co., Limited	50,000	\$	10	all 10 % sales
TRADE AND COMMERCE.				
Green Island Cement Co., Ltd.	30,000	\$	50	all 50 % sales
Hongkong Brick & Cement Co., Ltd.	4,000	\$	15	all 15 % sales
MISCELLANEOUS.				
Campbell, Moore & Co., Limited	1,200	\$	10	all 10 % sales
Geo. Fenwick & Co., Limited	6,000	\$	50	all 50 % sales
Hongkong Bakery Company, Ltd.	10,000	\$	50	all 50 % sales
Hongkong Dairy Farm Co.	3,000	\$	10	all 10 % sales
Hongkong Tea Company, Limited	5,000	\$	50	all 50 % sales
H'kong Rope Manufacturing Co., Ltd.	3,000	\$	50	all 50 % sales

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Loan 1894	£1,707,300	£1,250	7 % p. ann.	10 % prem., sales
Hongkong Loan 1894	£400,000	£500	5 % p. ann.	10 % prem., sales

## Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing to Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.	From Green Island to the Gas Works.	Section.	From Naval Yard to Blue Buildings.
1.	From Green Island to the Gas Works.	7.	From Naval Yard to Blue Buildings.
2.	From Gas Works to Jardine's Wharf.	8.	From Blue Buildings to East Point.
3.	From Jardine's Wharf to the Harbour Master's Office.	9.	From Kowloon Island to North Point.
4.	From Harbour Master's Office to the P. and O. Office.	10.	Kowloon Wharves.
5.	From P. and O. Office to Pender's Wharf.	11.	Jardine's Wharf.
6.	From Pender's Wharf to the Naval Yard.		

Vessel.	Flag.	Agent.	Tons.	Date of Arrival.	Consignment or Agents.	Destination.	Remarks.
Agnes	Brit.	str.	290	Nov. 290	Geo. R. Stevens	Shanghai	K'loon Dock
Bombay	Brit.	str.	2047	Nov. 2047	6 P. & O. S. N. Co.	Shanghai	To-day
Continental	Brit.	str.	2842	Nov. 2842	6 P. & O. S. N. Co.	Shanghai	To-day
Continental	Dutch	str.	672	Nov. 672	6 P. & O. S. N. Co.	Shanghai	To-day
Continental	Ger.	str.	966	Nov. 966	8 Shawan & Co.	Shanghai	To-day
Continental	Brit.	str.	3003	Nov. 3003	6 Canadian Pacific Railway Co.	Vancouver, B.C.	28th inst.
Continental	Brit.	str.	680	Nov. 680	7 Douglas Steamship Co.	Coast Ports	To-morrow
Continental	Brit.	str.	2643	Nov. 2643	8 Sander & Co.	Bombay, &c.	10th inst.
Continental	Brit.	str.	753	Nov. 753	2 Douglas Steamship Co.	Saigon	10th inst.
Continental	Ger.	str.	1103	Nov. 1103	5 Winkler & Co.	Haiphong	To-morrow
Continental	Brit.	str.	937	Nov. 937	8 A. B. Marty	Bangkok	To-morrow
Continental	Norw.	str.	2014	Nov. 2014	2 Mitani Bussan Kaisha	London, &c.	To-morrow
Continental	Brit.	str.	1049	Nov. 1049	6 Yuen Fat Hong	London, &c.	To-morrow
Continental	Brit.	str.	2711	Nov. 2711	8 P. & O. S. N. Co.	London, &c.	To-morrow
Continental	Brit.	str.	869	Nov. 869	7 Yuen Fat Hong	London, &c.	To-morrow
Continental	Ger.	str.	656	Nov. 656	8 Butterfield & Swire	Hongkong	To-morrow
Continental	Brit.	str.	1709	Nov. 1709	7 Jardine, Matheson & Co.	Hongkong	To-morrow
Continental	Brit.	str.	1876	Nov. 1876	4 P. & O. S. N. Co.	Hongkong	To-morrow
Continental	Brit.	str.	2398	Nov. 2398	7 Arnold, Karberg & Co.	Hongkong	To-morrow
Continental	Brit.	str.	1895	Nov. 1895	7 Dodwell, Cadell & Co.	Hongkong	To-morrow

## Mar Britannia Majesty's Ships on the China Station.

Name.	Flag.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Kitchin	Russian cruiser	5000	32	—	Captain Elchaninoff	Hongkong
Admiral Kitchin	Russian cruiser	7781	32	9600	Captain Laddoff	Cheloo
Admiral Kitchin	Russian cruiser	800	—	—	Commander De Lisle	Cheloo
Admiral Kitchin	Russian cruiser	1020	8	—	Comd. Scott Rogers	Cheloo
Admiral Kitchin	Russian cruiser	1400	14	1440	Captain Ch. J. Norcock	Shanghai
Admiral Kitchin	Russian cruiser	10,500	14	13,000	Captain J. M. McQuinn	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Captain Frederick W. Fisher	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Commander MacArthur	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Capt. William B. Henderson	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Lt.-Com. Ravenhill	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Lt.-Com. L. G. Tufnell	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Captain Count Metaxa	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Commander Bearecroft	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Captain R. B. Monmouth	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Capt. Wilmet H. Fawkes	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Lt.-Com. Commander Laxon	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Lt.-Com. M. G. Cartwright	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Lt.-Com. Phillips	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Hon. Lt.-Com. F. O. B. Addington	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Commander R. R. Polk	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Lt.-Com. Hugh Colverworth	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Lt.-Com. Robert H. J. Stewart	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Lt.-Com. C. G. May	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Captain Henderson	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Captain Alfred I. Winslow	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Commander R. K. McAlpine	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Captain Hallifax	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Commander Boyes	Cheloo
Admiral Kitchin	Russian cruiser	1140	8	1400	Commander Ashby	Cheloo

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

\* Flagship of Vice-Admiral the Hon. E. Fremantle, K.O.B., C.M.G.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H. P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Elchaninoff	Nagasaki
Admiral Nakhimoff	Russian flagship	7781	32	9600	Captain Ladroff	Vladivostok
Amiral	Russian gunboat	800	—	—	Captain Panarogo	Shanghai
Alexandrine	U. S. corvette	1620	8	—	Captain Durand	Chefoo
Alger	German cruiser	—	—	—	—	en route
Allice	French cruiser	4122	10	8254	—	Nagasaki
Allice	American cruiser	—	—	—	Commander F. McUrley	Chefoo
Allice	German cruiser	2500	14	—	Captain Holmeier	Chefoo
Allice	French gunboat	470	—	40	Commander Journet	Kiangshing
Allice	U. S. flagship	4600	10	—	Captain B. P. Day	Chefoo
Allice	French flagship	6200	—	—	Commander Thouneux	en route
Allice	French wooden sloop	1350	9	—	—	Macao
Allice	Portuguese gunboat	482	2	400	Captain H. Carrvalho Athayde	Chefoo
Allice	Russian cruiser	500	13	—	Captain Bakvink	Tientsin
Allice	French gunboat	600	—	—	Capt. Macart	Shanghai
Allice	American cruiser	1700	—	—	Captain Goodrich	Macao
Allice	Portuguese gunboat	706	—	—	Captain Gomes	en route
Allice	Spanish cruiser	—	—	—	—	Nagasaki
Allice	French cruiser	3661	14	3740	—	en route
Allice	French cruiser	2200	—	—	Captain Recloux	Saligon
Allice	German gunboat	489	4	330	Lieut. Schwind	Woonang
Allice	French cruiser	4160	10	—	—	en route
Allice	French gunboat	800	—	—	Capt. Grazier	Vladivostok
Allice	Russian gunboat	—	—	—	—	Chefoo
Allice	French gunboat	460	—	—	Lieutenant Papritz	Chefoo
Allice	French gunboat	485	4	425	Captain Mory	Nagasaki
Allice	German cruiser	2100	10	—	Captain Ordener	Yokohama
Allice	U. S. corvette	1900	7	1170	Commander Gridley	Korea
Allice	Russian cruiser	1700	7	—	Commander Andreeff	Tientsin
Allice	U. S. sloop	1370	6	1470	Lieut. Com. Emory	Vladivostok
Allice	Russian cruiser	—	9	—	Captain Zarine	Nagasaki
Allice	U. S. gunboat	884	6	550	Lieut. Com. Emory	Haiphong
Allice	French gunboat	640	—	44	Lieut. Com. Commander Lapied	Nagasaki
Allice	Russian cruiser	3000	—	—	Captain Rimak Kowakoff	Vladivostok
Allice	Russian gunboat	—	—	—	Captain Baranoff	Tientsin
Allice	Russian cruiser	950	13	—	Captain Astromoff	Nanking
Allice	U. S. cruiser	4500	—	—	Captain Harbidge	Saligon
Allice	French cruiser	4600	—	—	Capt. Reed de Brindley	Saligon
Allice	French gunboat	480	4	42	Commander Constola	ashore
Allice	Russian cruiser	2500	12	3000	Captain Zarine	Tientsin
Allice	German gunboat	384	6	340	Captain Krotzmann	Nagasaki
Allice	Russian cruiser	600	—	—	Captain Dmitroff	Nagasaki